

## FEDERATIVE REPUBLIC OF BRAZIL - SPECIAL REQUIREMENTS

(Revised - January 10, 2001)

This document CI 21-010, Procedures For Approval Of Imported Civil Aeronautical Products, dated December 26, 2000, prescribes special requirements and procedures for exportation of aeronautical products to Brazil, which are based on the Bilateral Agreement for reciprocal acceptance of Airworthiness Certificates signed between the Governments of the United States and the Republic Federative of Brazil in June 16, 1976.

1. OBJECTIVE. This "Circular de Informação" (CI) prescribes the special requirements and procedures for exportation of civil aeronautical products to Brazil, as stated in the applicable subparts of RBHA 21, [[Brazilian Airworthiness Regulations (RBHA - Regulamentos Brasileiros de Homologacao Aeronautica)] including those imported from the USA in accordance with [[14 CFR part 21 subpart L and]] the FAA Advisory Circular 21-2.

2. APPLICABILITY. This CI is applicable to:

- 2.1 All aircraft and all aircraft engines and propellers to be exported to Brazil, in accordance with section 21.29 of RBHA 21 ;and
- 2.2 All imported materials, parts and appliances to be installed on Brazilian registered aircraft.

Note: A list of aircraft that received a Brazilian type certificate in accordance with paragraphs 21.29(a) and (b) of the RBHA 21, and a list of the aircraft for which the foreign type certificate was validated in Brazil in accordance with paragraphs 21.29(d) and (e) of RBHA 21, is available at Internet ([www.ifi.cta.br/fdh](http://www.ifi.cta.br/fdh)) or may be obtained directly from CTA [[Centro Técnico Aeroespacial - Aerospace Technical Center]].

3. REFERENCES. The following documents are [[referenced]] in this CI

- |         |   |
|---------|---|
| RBHA 21 | Certification Procedures for Products and Parts.                                      |
| RBHA 23 | Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes. |
| RBHA 25 | Airworthiness Standards: Transport Category Airplanes.                                |
| RBHA 27 | Airworthiness Standards: Normal Category Rotorcraft.                                  |
| RBHA 29 | Airworthiness Standards: Transport Category Rotorcraft.                               |
| RBHA 31 | Airworthiness Standards: Manned Free Balloons.  |
| RBHA 33 | Airworthiness Standards: Aircraft Engines.  |
| RBHA 35 | Airworthiness Standards: Propellers.  |
| RBHA 36 | Noise Standards: Aircraft Type Certification  |

RBHA 121 Certification and Operation of Large Airplanes Domestic and Flag Operators

RBHA 135 Certification and Operation of Small Airplanes and Helicopter Domestic and Flag Operators.

FAA Advisory Circular 21-2 - Export Airworthiness Approval Procedures.

4. CERTIFICATION REQUIRED. Any aircraft model exported to Brazil (under a purchasing or leasing agreement), regardless of being new or used, must have a Brazilian type certificate, issued on the basis of the primary foreign authority type certificate, to be eligible for registration on the Brazilian Registry. Any aircraft with a Brazilian type certificate, modified in accordance with a foreign authority supplemental type certificate, or equivalent document, exported to Brazil, must have a Brazilian supplemental, or equivalent approval, issued on the basis of the primary foreign authority supplemental type certificate, or equivalent document. Any aircraft engine or propeller model exported to Brazil, regardless of being new or used, must have a Brazilian type certificate, issued on the basis of the primary foreign authority type certificate, to be eligible for installation on any aircraft with a Brazilian type certificate. Any part, subassembly, component or appliance, not included in the approved Brazilian type design definition, must have a Brazilian approval or acceptance for installation, based on the primary foreign authority approval, to be eligible for installation on any product with a Brazilian type certificate.
  - 4.1 Except as provided in item 4.6, to be eligible for registration on the Brazilian Registry, any aircraft model exported to Brazil (under a purchasing or leasing agreement), regardless of being new or used, must receive a Brazilian type certificate for import, issued on the basis of the primary foreign authority type certificate, following the procedures established in Chapter 5.
  - 4.2 To be eligible for installation on Brazilian registered aircraft, any modification approved in accordance with a foreign authority supplemental type certificate, or equivalent document, must receive a Brazilian supplemental type certificate for import issued on the basis of the primary foreign authority supplemental type certificate or equivalent document, following the procedures established in Chapter 6.
  - 4.3 Except as provided in item 4.6, to be eligible for installation on Brazilian registered aircraft, any aircraft engine or propeller model exported to Brazil, regardless of being new or used, must receive a Brazilian type certificate for import, issued on the basis of the primary foreign authority type certificate, following the procedures established in Chapter 7.
  - 4.4 To be eligible for installation on Brazilian registered aircraft, any Technical Standard Order -TSO (or equivalent) approved product exported to Brazil, not included in the approved Brazilian - type design definitions, must receive a Brazilian approval for installation issued on the basis of the primary foreign authority TSO (or equivalent document) approval, following the procedures established in Chapter 8.
  - 4.5 To be eligible for installation on Brazilian registered aircraft, any modification or replacement part exported to Brazil, not included in the approved Brazilian type design definition, must receive a Brazilian approval or acceptance for installation issued on the basis of the primary foreign authority parts manufacturing approval, following the procedures established in Chapter 9.

- 4.6 Certain models of aircraft, aircraft engines and propellers which have been exported to Brazil at a time where a type certificate for import was not required, may continue to be exported with an exemption of the certification requirements established in this Chapter (see note in chapter 2). To benefit from such exemption the applicant shall obtain a statement from the DAC [[Departamento de Aviação Civil - Department of Civil Aviation]] validating the primary foreign authority type certification for operation in Brazil.
- 4.7 Although the aeronautical products certification activities in Brazil are conducted by the CTA, all applications for Brazilian approval for imported products have to be directed to DAC. The technical documents to support the requested certification activity may be mailed directly to CTA, with a copy of the application sent to DAC.

5. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATE FOR AIRCRAFT.

- 5.1 An application Form FDH-300-11 [[available at [www.ifi.cta.br/fdh/](http://www.ifi.cta.br/fdh/)]] or an application letter shall be completed by the foreign manufacturer of the concerned aircraft and forwarded to the DAC through the primary foreign authority, together with sufficient engineering information to permit the Brazilian authority to become acquainted with the type design.
- 5.2 The text of all primary foreign authority special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.
- 5.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.
- 5.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and [[on]] the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form.
- 5.5 The Aircraft Flight Manual shall be identified as a Brazilian Aircraft Flight Manual and shall include a statement regarding its applicability to Brazilian registered aircraft. Alterations eventually required to be incorporated in the Aircraft Flight Manual will therefore be included directly on the affected pages of the Brazilian Aircraft Flight Manual.
- 5.6 The barometric setting units of the altitude indication instruments including standby altimeters and cabin altitude indicators shall be presented in "mbar" or "hpa". All other instruments must display usual and traditionally accepted units. However, the units used on the instruments shall be consistent with those presented in the Flight and Service Manuals. For the required markings and placards in Portuguese, the International System of Units or the alternative traditionally accepted units (such as: kg, psi, etc.) shall be used.
- 5.7 An engineering review of the type certification program conducted in the foreign country shall be performed by the CTA to establish the Brazilian requirements and special conditions for acceptance of the aircraft model. This review shall be conducted through meetings or by correspondence with the manufacturer and the

primary foreign authority representatives. At the end of such process the CTA will present a final validation report listing the requirements for acceptance of the aircraft model.

- 5.8 The CTA data needs will be listed in the validation report mentioned in the above item and shall include all published documents (Airplane Flight Manual, Maintenance and Repair manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft in Brazil. The published documents shall be supplied in duplicate, being one copy destined to the CTA and [[the]] other to the DAC. Both organizations must be included in the manufacturer's mailing list to receive regular updating of such documents.
- 5.9 At least the following documents are also required for each aircraft delivered:
- Weight and Balance report.
  - Electrical load analysis alterations (in respect to the basic approved model).
  - List of applicable Airworthiness Directives (or equivalent document) indicating compliance status
  - Summary of maintenance, repairs, and alterations performed during the aircraft life (for used aircraft only).
- 5.10 To be eligible for operation under the Brazilian Registry, compliance with the DGAC operating regulations (IAC) and special regulations appropriate to the envisaged flight operations must be established. These regulations, which are incumbent upon the Brazilian operator, may require the installation of equipment and/or application of standards in addition to those required for airworthiness certification. Such installations will be reviewed and approved by the CTA during the engineering review mentioned in item 5.7 above.
- 5.11 A Brazilian CHT- "Certificado de Homologação de Tipo" (Type Certificate) and corresponding "Especificação de Aeronave" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred [[to]] in item 5.7 above.

6. PROCEDURES FOR ISSUANCE OF IMPORT SUPPLEMENTAL TYPE CERTIFICATE FOR AIRCRAFT.

- 6.1 An application Form FDH-300-11 [[available at [www.ifi.cta.br/fdh/](http://www.ifi.cta.br/fdh/)]] or an application letter shall be completed by the foreign holder of the supplemental type certificate, or equivalent document, and forwarded to the DAC through the primary foreign authority together with sufficient engineering information to permit the Brazilian authority to become acquainted with the modification introduced in the type design.

- 6.2 A copy of the supplemental type certificate and its addendum, or equivalent documents, together with the text of all special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.
- 6.3 A compliance check list with the requirements affected by the modification indicating for each item how it was complied with (by test, analysis, calculation, design provisions, etc.), and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.
- 6.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and [[on]] the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form, unless otherwise prescribed by the CTA.
- 6.5 The Airplane Flight Manual Supplement shall be identified as a Brazilian Airplane Flight Manual Supplement and shall include a statement regarding its applicability to Brazilian registered aircraft.
- 6.6 An engineering review of the supplemental type certificate program conducted in the foreign country, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the modified aircraft model. This review shall be conducted through meetings or by correspondence with the holder of the supplemental type certificate, or equivalent document, and the primary foreign authority representatives. At the end of such review the CTA will present a final validation report listing the requirements for acceptance of the modified aircraft model.
- 6.7 The CTA data needs will be listed in the validations report mentioned in the above item and shall include all alterations of the aircraft published documents developed by the holder of the supplemental type certificate, or equivalent document, (Airplane Flight Manual, Operations Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the modified aircraft in Brazil. The alterations of the published documents shall be supplied in duplicate, being one sample destined to the CTA and the other to DAC. Both organizations must be included in the holder of the supplemental type certificate (or equivalent document) mailing list to receive regular updating of such documents.
- 6.8 At least the following documents are also required for each aircraft delivered:
  - Updated Weight and Balance report.
  - Updated electrical load analysis alteration (in respect to the basic modified model).
  - List of applicable Airworthiness Directives (equivalent document) indicating compliance status (for the basic TC model and for the changed STC model).

- Summary of maintenance, repairs and alterations performed during the aircraft life (for used aircraft only).

- 6.9 A Brazilian CHST - "Certificado de Homologação Suplementar de Tipo" (Supplemental Type Certificate) and corresponding "Folha de Continuação" (Continuation Sheet) will be issued upon compliance with the requirements established on the validation report referred [[to]] in item 6.6 above.
- 6.10 If the applicant is the airplane manufacturer, the supplemental type certificate program review findings may be added to the validation report referred [[to]] in item 5.7 above, and the corresponding CTA acceptance included in the "Especificação de Aeronave" (Type Certificate Data Sheet) - see item 5.11. In this case, no Brazilian CHST is issued.

7. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATES FOR AIRCRAFT ENGINES AND PROPELLERS.

- 7.1 An Application Form FDH-300-11 [[available at [www.ifi.cta.br/fdh/](http://www.ifi.cta.br/fdh/)]] or an application letter shall be completed by the foreign manufacturer of the concerned aircraft engine or propeller, and forwarded to the DCA through the primary foreign authority, together with sufficient engineering information to permit the Brazilian authority to become acquainted with the type design.
- 7.2 The text of all special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.
- 7.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.
- 7.4 An engineering review of the type certification program conducted in the foreign country, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the aircraft engine or propeller model. This review shall be conducted through meetings or by correspondence with the manufacturer and the primary foreign authority representatives. At the end of such review the CTA will present a final validation report listing the requirements for acceptance of the aircraft engine or propeller models.
- 7.5 The CTA data needs will be listed in the validation report mentioned in the above item and shall include all published documents (Installation and Operation Manual, Maintenance and Overhaul Manual, Illustrated Parts Catalog, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft engine or propeller in Brazil. The published documents shall be supplied in duplicate, being one copy destined to the CTA and the other to DAC. Both organizations must be included in the manufacturer mailing list to receive regular updating of such documents.

- 7.6 A Brazilian CHT - “Certificado de Homologação de Tipo”(Type Certificate) and corresponding “Especificação de Motor ou Hélice” (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in item 7.4 above.

8. PROCEDURES FOR ACCEPTANCE OR APPROVAL FOR TSO (OR EQUIVALENT) APPROVED PRODUCTS.

- 8.1 The CTA design approval for TSO (or equivalent) appliances is characterized by the issuance of an installation Approval Letter (IAL). The IAL may also encompass the installation approval for a specific product. A foreign applicant for a CTA Installation Approval Letter, holder of a foreign authority TSO approval, shall make application through the respective foreign authority, with a request that the Application Form FDH-300-11 [[available at [www.ifi.cta.br/fdh/](http://www.ifi.cta.br/fdh/)]] or the application letter and the required information listed in 8.2 forwarded to the CTA.
- 8.2 For the IAL to be issued to the applicant, the following information must be submitted to the CTA:
- All the required technical data/documentation pertaining to the proper installation, performance, operation, and maintenance of the TSO appliance;
  - Other specific technical data needed to demonstrate compliance with a TSO standard (e.g., a first-of-a-kind TSO);
  - Evidence of approval of all proposed deviations; and
  - A statement from the applicant through its foreign authority, with certification by the foreign authority, that the performance of the appliance complies with the applicable TSO or other accepted standards to the CTA which provide an equivalent level of safety.
- 8.3 The foreign authority installation approval of the subject appliance on its products will be automatically endorsed by the CTA and referred [[to]] in the IAL. However, if only appliance design approval is requested, the IAL shall be issued with a statement that each particular installation shall be further substantiated. The installation of the subject appliance on Brazilian designed products will be conducted by the CTA through the TC or STC procedures, and the IAL will be issued or revised accordingly.

9. PROCEDURES FOR APPROVAL FOR PARTS, SUBASSEMBLIES, COMPONENTS OR APPLIANCES OTHER THAN TSO PRODUCTS.

- 9.1 The CTA approval for parts, subassemblies, components or appliances other than TSO products is characterized by the issuance of an Attestation of Approved Aeronautical Product (APAA). A foreign applicant for a CTA APAA, holder of a foreign authority parts manufacturing approval, shall make application through the respective foreign authority, with a request that the Application Form FDH-300-11 [[available at [www.ifi.cta.br/fdh/](http://www.ifi.cta.br/fdh/)]] or the application letter and the required information listed in 9.2 be forwarded to the CTA.

- 9.2 For the APAA to be issued to the applicant, the following information must be submitted to the CTA:
- All technical data (computation, analysis and test reports) developed by the applicant to substantiate the parts manufacturing approval;
  - Installation and operational instructions (if applicable); and
  - Applicable revisions of the final product operational documentation (Maintenance Manuals, Parts Catalog, Wiring Diagrams Manual, etc.).
- 9.3 After reviewing such documents, the CTA will advise the applicant by letter of any additional Brazilian requirements or special conditions to approve the installation of the product on Brazilian registered aircraft.
10. CONTINUING AIRWORTHINESS. The foreign manufacturer of a product which has received a Brazilian design approval according to Chapters 5 thru 9, shall be responsible for [[keeping]] the CTA informed of all relevant information regarding the continuous airworthiness of its product in Brazil. This shall include prompt remittance to CTA of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and Airworthiness Directives (or equivalent documents).
11. NOISE REQUIREMENTS.
- 11.1 The manufacturer who applies for an import type certification of a new type of aircraft, i.e., aircraft of a type which does not operate in Brazil, or for an amendment to an existing CTA Type Certificate for a new model of aircraft, shall comply with the noise requirements of the RBHA 36 [[equivalent to 14 CFR part 36]] or the ICAO Annex 16 rules.
- 11.2 The manufacturer who applies for an import type certification of an aircraft model whose type operates already in Brazil, although not type certificated by the CTA, shall comply with the acoustic alteration requirements of the RBHA 36/[[14 CFR part 36]], i.e., the model for which certification is sought shall not exceed the noise levels of the aircraft model of the same type which operates already in Brazil or the acoustical changes of the ICAO Annex 16 rules.
- 11.3 The holder of the supplemental type certificate, or equivalent document, who applies for an import supplemental type certification of an aircraft model which already operates in Brazil, regardless of having been or not type certificated by the CTA, shall comply with the acoustic alteration requirements of the RBHA 36/[[14 CFR part 36]] i.e., the modified aircraft model shall not exceed the noise levels of the basic model or the acoustical changes of the ICAO Annex 16 rules.
12. EXPORT AIRWORTHINESS APPROVALS.
- 12.1 Except as provided in 12.2, each Class I, II or III product (see Chapter 14) exported to Brazil shall receive an export airworthiness approval, in accordance with the foreign authority regulations. If Brazilian special requirements were established in a final validation report or other document, the export airworthiness approval shall indicate that the product is in compliance with these requirements.



- 12.2 Special procedures may be approved for importing organizations that have implemented a system to certify the Class II or III product:
- is in accordance with the original design;
  - is provided by a qualified supplier;
  - and has reliable records.
13. BRAZILIAN AIRWORTHINESS AUTHORITIES. The responsibility for controlling flight safety of civil aviation in Brazil is a task of the following organizations of the Air Command of the Defense Ministry:
- 13.1 Departamento de Aviação Civil (DAC) is the central organization of the Flight Safety System responsible for the issuance of the Brazilian airworthiness regulations (RBHA). The DAC is also responsible for the issuance of maintenance, operation and related approvals, including the "Certificado de Aeronavegabilidade" (Certificate of Airworthiness). The RBHA adopts:
- The U.S. airworthiness requirements of [[14 CFR]] parts 23, 25, 27, 29, 31, 33 and 35, which are used as Brazilian requirements for design approval of aircraft, aircraft engines and propellers (RBHA 23, 25, 27, 29, 31, 33, and 35, respectively);
  - The European JAA airworthiness requirements JAR-22 and JAR-VLA. RBHA 22 and 26, respectively.
  - The ICAO Annex 16, Volume I or U.S. [[14 CFR part 36]] aircraft noise requirements (RBHA 36); and
  - The ICAO Annex 16 (Volume II or U.S. [[14 CFR part 34]] environmental protection requirements (RBHA 34);
  - However, the RBHA is not limited to these requirements and may incorporate additional Brazilian requirements.

DAC address:

Departamento de Aviação Civil  
Subdepartamento Técnico  
Divisão de Aeronavegabilidade e Engenharia de Manutenção  
Rua Santa Luzia 651, 3º andar  
Centro  
20030-040 Rio de Janeiro - RJ  
Brazil

Fax No. (55) (21) 544-8204  
Phone No. (55) (21) 814-6722 / 814-6752  
Internet: [www.dac.gov.br](http://www.dac.gov.br)

- 13.2 Centro Técnico Aeroespacial (CTA). The CTA is responsible for the issuance of design and production approvals for aircraft and other related aeronautical products and therefore issues the following documents:

- CHT - type certificate for aircraft, aircraft engines and propellers;
- APAA - attestation of approved aeronautical products for Class II or III products;
- CHST - supplemental type certificate for aircraft, aircraft engines and propellers;
- CHE - production certificate for Brazilian manufacturers of approved aeronautical Products; and
- CAE - export certificate of airworthiness.

CTA address:

Centro Técnico Aeroespacial  
Instituto de Fomento e Coordenação  
Divisão de Homologação Aeronáutica  
P.O. Box 6001  
12231-970 São José dos Campos - SP  
Brazil

Fax No. (55) (12) 341-4766  
Phone No. (55) (12) 341-4977 / 341-4600  
Internet: [www.ifi.cta.br/fdh](http://www.ifi.cta.br/fdh)

- 13.3 Diretoria de Eletrônica e Proteção ao Voo (DEPV).  
The DEPV is responsible for the Air Traffic Control System.

DEPV address:

Diretoria de Eletrônica e Proteção ao Voo  
Av. Gal. Justo 160 - 5º andar  
Castelo  
20021-130 - Rio de Janeiro - RJ  
Brazil

Fax No. (55) (21) 212-5206  
Phone No. (55) (21) 212-5205  
Internet: [www.depv.maer.mil.br](http://www.depv.maer.mil.br)

- 13.4 Centro de Investigação e Prevenção de Acidentes Aeronáuticos (CENIPA).  
The CENIPA is responsible for accidents investigation.

CENIPA address:

Centro de Investigação e Prevenção de Acidentes Aeronáuticos  
Anexo do C.Aer. 1 Andar  
Esplanada dos Ministérios - Bloco "M"  
70045 - Brasília - DF

Fax No. (55) (61) 313-2597  
Phone No. (55) (61) 313-2345

14. DEFINITIONS, ABBREVIATIONS AND ACRONYMS

APPA - Atestado de Produto Aeronáutico Aprovado  
(Attestation of Approved Aeronautical Products)

CENIPA - Centro de Investigação e Prevenção de Acidentes Aeronáuticos  
(Aeronautical Accidents Investigation and Prevention Center)

CHT - Certificado de Homologação de Tipo  
(Type Certificate)

CHST - Certificado de Homologação Suplementar de Tipo  
(Supplemental Type Certificate)

CI - Circular de Informação  
(Informative Circular)

Class I product - means a complete aircraft, aircraft engine or propeller.

Class II product - means an OTP (TSO or equivalent) approved article or a major component of a Class I product (e.g., wings, fuselage, empennage assemblies, landing gears, power transmissions, control surfaces, etc.)

Class III product: - any part or component which is not a Class I or Class II product, and includes standard parts (i.e., those designed as [[AN]], NAS, SAE etc.).

CTA - Centro Técnico Aeroespacial  
(Aerospace Technical Center)

DAC - Departamento de Aviação Civil  
(Department of Civil Aviation)

DEPV - Diretoria de Eletrônica e Proteção ao Vôo  
(Electronics and Flight Protection Directorate)

FAA - Federal Aviation Administration (USA)

FDH - Divisão de Homologação Aeronáutica  
(Aeronautical Certification Division)

IAC - Instrução de Aviação Civil  
( Civil Aviation Instruction)

ICAO - International Civil Aviation Organization

IFI - Instituto de Fomento e Coordenação Industrial  
(Industrial Fostering and Coordination Institute)

JAA - Joint Aviation Authorities

JAR - Joint Airworthiness Requirements

RBHA - Regulamentos Brasileiros de Homologação Aeronáutica  
(Brazilian Requirements for Aeronautical Certification)

TSO - Technical Standard Order

VLA - Very Light Aircraft

15. ANNEXES

Annex A: Form FDH-300-11 - Application for Certification Works. [[Not shown in this document. Available from Internet [www.ifi.cta.br/fdh/](http://www.ifi.cta.br/fdh/)]]